



Hongkong Daily Press

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HONGKONG. THURSDAY, JUNE 20TH, 1901.

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PRICE, \$2 PER MONTH

WATSON'S
“B”
SUPERIOR VERY OLD
COGNAC
BRANDY.
A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1813.
Who have consigned their Brandy to Hongkong
for over half a century.
Apply to G. ANDERSON,
Hongkong 12, Praya Central.

JOHN WALKER & SONS
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER PALMER & CO.,
is obtainable in Hongkong from their Agents
SIEMSSSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S
PRICE \$10.75 PER DOZEN
NET

“SPECIAL BLEND” WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.30 a.m. to	8.00 a.m. ... Every 10 minutes.
8.30 a.m. to	8.30 a.m. ... Every 15 minutes.
8.30 a.m. to	9.30 a.m. ... Every 10 minutes.
9.30 a.m. to	10.00 a.m. ... Every 15 minutes.
10.30 a.m. to	12.45 p.m. ... Every 15 minutes.
11.30 a.m. to	1.15 p.m. ... Every 15 minutes.
12.45 p.m. to	1.15 p.m. ... Every 15 minutes.
1.15 p.m. to	2.15 p.m. ... Every 15 minutes.
2.15 p.m. to	3.00 p.m. ... Every 10 minutes.
3.30 p.m. to	5.30 p.m. ... Every 15 minutes.
5.30 p.m. to	8.00 p.m. ... Every 10 minutes.
8.45 p.m. & 9 p.m.	9.45 to 11.15 p.m. very 1 hour.
SUNDAYS.	
8.00 a.m. to	8.30 a.m. ... Every 15 minutes.
8.30 a.m. to	9.30 a.m. ... Every 30 minutes.
9.30 a.m. to	10.30 a.m. ... Every 15 minutes.
10.30 a.m. to	11.00 a.m. ... Every 10 minutes.
11.00 a.m. to	1.00 p.m. ... Every 10 minutes.
1.00 p.m. to	5.00 p.m. ... Every 15 minutes.
5.00 p.m. to	6.00 p.m. ... Every 10 minutes.
6.00 p.m. to	7.00 p.m. ... Every 15 minutes.
7.00 p.m. to	8.00 p.m. ... Every 10 minutes.
NIGHT CARS.	
EXTRA CARS at 11.30 p.m. and 11.45 p.m.	
SPECIAL CARS by arrangement of the Company's Office, 28 & 40, Queen's Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 1st April, 1901.	

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous “NEW
HOWE” and “MONOPOLE” CYCLES,
and we also supply fittings of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.

MOKIRDY & CO.,
43 & 44, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORLTAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TÖMÉS & CO.,
General Managers.

Hongkong, 1st June, 1901.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

W.M. PARLANE,
Manager.

Hongkong, 17th February, 1899.

AERATED WATERS.



WATKINS'
CROWN BRAND.
UNSURPASSABLE FOR PURITY AND
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

PHOTOGRAPHIC
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

KÜPPER PILSENER BEER.

THE LEADING BEER ON THE MARKET.
HAS REACHED ITS PRESENT STATE OF POPULARITY
OWING ENTIRELY TO ITS UNIFORM HIGH STANDARD OF
EXCELLENCE. IT IS ALWAYS BRIGHT AND SPARKLING
AND ABSOLUTELY FREE FROM SEDIMENT.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

15, Queen's Road, WINE AND SPIRIT MERCHANTS.
Hongkong, 18th June, 1901.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE.

SARSAPEILLA.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

SPECIALTIES

AYALA CHAMPAGNE, EXTRA QUALITY.

This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels.

PRICE... 2 Doz. Pints. 1 Doz. Quarts.

ROUSSILLON CHAMPAGNE, RESERVE CUVEE.

The Favourite Brand in NAVAL and MILITARY Messes.

PRICE... 2 Doz. Pints. 1 Doz. Quarts.

“DRY ROYAL” SAUMUR.

A most delicious Sparkling wine and extremely moderate in price.

PRICE... 2 Doz. Pints. 1 Doz. Quarts.

BUCHANAN'S WHISKY. “BLACK & WHITE” HOUSE OF COMMONS

This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.

PRICE—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPIERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned.—

SUPERB OLD COGNAC,

C.P. & CO.'S INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE “PALL MALL,”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & CO.'S OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

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INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

E LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest, and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG:

Hongkong, 31st May, 1901. [35]

BIRTHS.
On the 14th June, at No. 11, Salisbury Avenue, Kowloon, the wife of A. M. de Souza, I. M. Customs Service, of a son. Shanghai papers please copy.

On the 6th June, at No. 4, Larut Road, Penang, the wife of F. Holley, of a daughter.

MARRIAGE.
On the 6th June, at St. George's Church, Penang, by the Rev. H. C. Herbin, HENRY JAMES NOEL WALKER, eldest son of Sir E. Noel WALKER, K.C.M.G., to EMILY LOUISE, fifth daughter of the late Sir Frederick WHITAKER, K.C.M.G., late of Auckland, New Zealand.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th June, 1901

The report on the foreign trade of Japan in 1900, which was issued in London last month, is compiled by Mr. ARTHUR HYDE LAY. It opens by pointing to the check upon the rapidly expanding export trade of Japan caused by events in China. The indications in the autumn of 1899 were that 1900 would offer splendid opportunities for business; consequently large quantities of goods were ordered abroad, and the year opened with a feeling of over-confidence in Japanese commercial circles. "It soon became apparent, however," says Mr. Lay, "that the outflow of specie, which had already begun, was likely to increase and that the large arrivals of commodities would find an increasingly stringent money market." He goes on to say that unproductive expenditure, or expenditure on works only remotely productive, continues to bear an abnormal ratio to the wealth and resources of Japan, that but little of her large wage expenditure in connection with defence-works, armaments, railways, etc., goes to form capital in aid of production, and that in these circumstances "the tendency to an excess of imports over exports and consequent drain of specie must continue to exist, and an adequate cash reserve can be maintained only at a sacrifice of ease in the money market, by a prudent limitation of the Government bank-note circulation and of credit facilities. The flotation of foreign loans can afford only temporary relief in this respect, and bearing in mind the improbability under the most favourable circumstance of any but a quite gradual increase in wealth derived from resources at present undeveloped, it is evident that the palliative of borrowing is one which should be resorted to with the greatest circumspection." The actual exodus of gold coin and bullion in 1900 revived the financial anxiety with regard to

the reserves in 1899. The reserve fund in the National Bank fell steadily every month; at the end of January it was £10,851,700, at the end of May £8,707,000, at the end of September £7,232,255, and at the end of December £6,693,802. Gold coin and bullion were exported to the value of £5,283,998 in 1900, while the amount introduced was worth only £291,402. Most of the outflow went to India and the United States. Mr. Lay says: "Before the present drain ceases, the loss of some more gold may be expected, and the required quantity will no doubt be obtainable, but it is difficult to see what arrangements can be made. A possible means suggested is the deferring of a portion of the post-bellum programme."

However, to set against this gloomy view of the financial situation, Mr. Lay's remarks on the total trade of Japan in 1900 may be quoted, and with this we shall leave the remainder of the report for consideration elsewhere. Mr. Lay says: "Foreign trade for 1899 had reached the highest figures recorded since Japan first had commercial dealings with other nations." That record, however, was in its turn surpassed by the result revealed by the returns for the year just ended. In 1900 the value of imports was £29,324,646, of exports £20,868,895, giving a grand total of £50,193,541. Japan continues to make constant progress in all directions, and the trade of the country keeps pace with the advance taking place and with the accompanying growth in the national requirements. One is, therefore, led to the conclusion that when the unpropitious conditions at present existing—many of which are in their nature transient—are removed, a great and lasting expansion of the foreign trade of the Empire can be hoped for with confidence, until Japan attains in the commercial world a position more commensurate with the rank she has gained in the sphere of international politics.

H. M. receiving-ship *Tamar* went into dock yesterday.

A Chinese fitter of the *Indrapelli* was killed on Tuesday by falling into the hold of the ship. A promenade concert will be given on Saturday evening at the Central Police Station.

Yesterday the Austrian cruiser *Leopard* left for Saigon. The U.S. transport *Aretus* arrived from Manila.

The British hospital ship *Gwalior* left the harbour yesterday evening for Calcutta, having on board invalids from the North.

The German mail of the 15th ult. was delivered in London on the 18th inst.; and the French mail of the 24th ult. on the 18th inst.

The concert which was to have taken place at the Peak last night was postponed on account of the unpromising character of the weather.

The Hon. H. E. Pollock, K.C., Acting Attorney-General, at the Supreme Court yesterday asked his Lordship for permission for counsel to remove their wigs as the heat was rather trying. The request was granted.

We note that the French at Canton now issue French colonial stamps surcharged with the name "Canton" in Roman and Chinese characters. This is but another evidence of the exceedingly active proceedings of the French at Canton. We have reason to believe that they are busily looking after mining concessions in the neighbourhood.

The death of Charles Walter Smart, one of the marines of the Australian Contingent for China, who returned home by the steamer *Chingtu*, and who subsequently developed smallpox at the Quarantine Station, was reported at Sydney on the 21st ult. Smart was a young man, and was isolated from among his comrades about ten days before his death. The remaining patients were reported as doing well.

A rumour was current last night that several prisoners had escaped from Victoria Gaol. On enquiry we learnt that the rumour had a very trifling foundation. The facts as given to us are these. At about two o'clock yesterday afternoon a Chinaman was seen on the roof of the gaol by a warden, who immediately raised the alarm. A master of the prisoners showed that one was missing. A warden ascended to the roof of the prison and saw the missing man lying flat on his stomach to avoid detection. He offered no resistance when the warden apprehended him, and was led quietly back to his cell. It is believed that he climbed to where he was found by means of a pipe.

The report on the Peak Church during the past year, which is now issued over the signature of the Rev. F. T. Johnson, states that the church was examined a few months ago by Messrs Leigh & Orange, who reported that the building was in a very unsatisfactory condition. In view of the possibility of a new building being erected within the next few years, they recommended that only absolutely necessary repairs should be undertaken. Accordingly a new floor has been laid and the surface underneath has been concreted. The roof has been temporarily repaired, a flat wooden ceiling has been constructed, and some other minor repairs are now being made. The estimated cost of these repairs is £465. The offering which amount to £433.19 shows a slight decrease from the average of recent years, but there still remains a credit balance of £619.30.

A Brisbane telegram of the 21st ult. says: "It is expected that the whole of the Pacific cable will be laid by March next year, which is much ahead of contract time."

The enlistment of Filipinos and the commissioning of first and second lieutenants for the twelve native regiments to be raised in the Philippines have commenced.

A Shanghai paper notes that H.M.S. *Kinsho* is the only vessel in the British navy with a black funnel. It is presumed that she will adopt the regulation colour before she goes up the Yangtze again.

The Yunnan Railway Company formed by M. Doumer will undertake the construction of the Haiphong-Lockai line, a Paris telegram states, and the agreement will shortly be submitted to Parliament.

The American Civil Commission at Manila is honouring the Filipino people by renaming the amalgamated provinces of Manila and Morong, the "Rizal Province," after the Filipino patriot killed by the Spaniards.

Manila has a modern Jack Sheppard in the person of Marcelo Castriz, a Filipino. Within three months he escaped from three different places of confinement. He laughingly told Judge Iokis that no prison in Manila or the Philippines could hold him.

Mr. Gervase W. Cook, in a lengthy letter to the *Manila Times*, disputes Mr. Sawyer's (a mineral expert) assertion that there is no true coal in the Philippines, but only lignite. He says true coal has been found in the Islands of Cebu and Batuan.

To all appearances, the insurrection in the Philippines is still far from being at an end. On the 10th inst. Lieut. Springer, of the 21st Inf. Vol., and Lieut. Lee, of the Engineers, were killed in an engagement at Lipa, Lieut. Lee receiving two bullets, and expiring a few moments after.

The German battleships *Brandenburg*, *Kurfürst Friedrich Wilhelm*, *Württemberg*, and *Worthington*, being part of the German Asiatic Squadron, arrived at Singapore from China on the 10th inst. *en route* for Europe. They anchored in the roads, and were to leave for Colombo on the 13th inst.

General Veyron, telegraphing to Paris of the evacuation of Tientsin and Hsiaou-fu (?) by the French troops, reports that the Chinese authorities thanked him for the good order and tranquillity which had been maintained in the country by the French occupation. A Paris telegram announces that General Bailloud's brigade will commence its return home on the 25th inst.

We have received from the Pacific Mail S.S. Co.'s office copies of a charmingly got-up and illustrated pamphlet in panoramic form, entitled *North American Views on Pennsylvania Lines*, issued by the Passenger Department of the Pennsylvania Lines. Certainly this pamphlet offers a strong inducement in favour of travelling home from the Far East across America.

A London telegram of the 24th ult. says: "Earl Roberts, the Commander-in-Chief of the Army, opened the Naval and Military Exhibition at the Crystal Palace yesterday. After the ceremony, as he was about to re-enter his carriage with Lady Roberts, the horses bolted. The crowd became panic-stricken and numbers were overturned. Five people were hurt. Lord and Lady Roberts had a narrow escape. They did not receive any injury."

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE SANITATION OF THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS."
19th June.

SIR,—Referring to the publication in your issue of to-day of the Government reply to the communication received by it from the Hong Kong Chamber of Commerce, I venture to call attention to a trite, and at the same time thoroughly applicable maxim, the very triteness and applicability of which more than answers the nonsensical and utterly irrelevant observations, which according to the letter in question constitute His Excellency's opinion on the subject matter of the communication he received from the Hong Kong Chamber of Commerce.

"Res ipsa loquitur" is the maxim to which I refer, and having regard to its applicability to the state of affairs at present prevailing in Hong Kong, I would ask what His Excellency the Governor does and what does intend to do.

In conclusion, I would remark that if the conditions at present prevailing in Hong Kong were permitted to so prevail without any due and proper attempt at prevention (as I contend is the fact in this instance) in any ordinarily decently governed community at home, a searching enquiry by the Local Government Board would ensue, and those responsible would suffer, and not in reputation only.—Yours, etc.

ONE WHO BELIEVES IN ACTION.

THE FLUSHING OF THE SEWERS.

TO THE EDITOR OF THE "DAILY PRESS."
19th June.

SIR,—I see that our sewers are being "flushed" with water from hoses. Now, all the flow of water from a hose will, in my opinion, be quite insufficient to have any appreciable flushing effect on sewers of such size as those in Queen's Road. I consider that if the same quantity of water were used periodically for thoroughly scouring and cleaning the foot-paths and gutters, the effect would be immensely better, especially those foot-paths which are protected from rain, where sputa and little heaps of refuse, etc., gradually dry up and become floating dust.

Yours, etc.

SCIENCE.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR CORRESPONDENTS.

THE CRISIS IN CHINA.

SHANGHAI, 19th June, 7.23 p.m.

YUAN SHIKAI'S MOURNING.

An Imperial Decree orders Yuan Shikai to return to the yamen at Chinanfu for one hundred days. Meanwhile the Treasurer of the province is appointed Acting Governor. He is ordered, however, to consult Yuan Shikai on all important matters.

THE WAR IN SOUTH AFRICA.

LONDON, 18th June, 4.50 p.m.

COMMONS DEBATE ON THE BOER CAMPS.

A vigorous debate has taken place in the House of Commons over the question of the concentration of the Boers into camps, the Opposition attacking on the ground of the mortality. Returns. Mr. Brodrick stated that 60,000 persons are in the camps. The condition of the latter is steadily ameliorating. The Boers persistently imposed upon the British the duty of caring for their women and children.

LIBERAL LEADER THINKS THE SYSTEM BARBAROUS.

Sir Henry Campbell-Bannerman objected to the whole policy of concentration as a barbarous system.

GOVERNMENT SUPPORTS BARBOUR'S REPORT.

Mr. Chamberlain announced that the Government was in general agreement with Sir David Barbour's Report.

GENERAL NEWS.

LONDON, 18th June, 4.50 p.m.

SOMALILAND—HEAVY FIGHTING.

Official reports are to hand with regard to the fighting in Somaliland. The British troops have thrice attacked the Mud Mullah, but have been repulsed with a loss of 500 men.

THE MARKETS.

In Liverpool cotton a moderate business has been done at hardening rates. Manchester yarns are dull, prices tending upwards. Copper is lower and in steady request.

REUTER'S SERVICE.

LONDON, 17th June.

THE CHINESE INDEMNITY QUESTION.

The correspondent of the *New York Herald* at Washington states that Great Britain has notified the Powers that she will not consent to China increasing the duty on imports of opium and rice. From this it is evident that the attempt of certain Powers to provide China with the means of raising the indemnity is likely to fail.

THE STATES AND EXEMPTION FROM INCREASE.

The State Department of the United States has instructed Mr. Rockhill to oppose any attempt on the part of any nation to have particular imports exempted from increased duty.

LONDON, 17th June.

SOUTH AFRICA—THE ENGAGEMENT WITH DE WET.

In the recent engagement with De Wet, the British losses were:—Gordon Highlanders—Lieutenant Alan Cameron and six men killed, thirteen wounded. Bedfordshire Regiment—Lieutenant Strong and five men killed, Captain Finlay and eight men wounded.

The remaining casualties were amongst the Australians.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 14 fresh cases of plague (13 Chinese, one other Asiatic) and 13 deaths (all Chinese).

One Indian engaged at Quarry Bay died on Tuesday evening.

All European patients under treatment are doing fairly well, and no new cases of plague are reported amongst Europeans.

INTERESTING RACE ROUND THE WORLD.

ONE COMPETITOR ARRIVES IN HONGKONG.

This is an age of competition. Quite recently a Paris journal conceived the idea of sending a representative—an old experienced traveller—on a journey round the world, by way of ascertaining how quickly the circuit of the globe could be made. Mr. Hurst, of the *San Francisco Examiner*, heard of what the Paris newspaper was doing, and pondered. The result was he came to the conclusion that it would be a good idea for the *Examiner* to embark on a similar project, but to run it on different lines. Mr. Hurst consulted with some friends, and through them made the acquaintance of two youths just from school, eighty years of age, who had never travelled farther than to take a trip in a river steamer. The proprietor of the *Examiner* talked matters over with them, and when the interview was over it had been decided that the lads were to have a race round the world—a race against each other, and jointly against the Pronkman engaged by the San Francisco paper's Paris contemporary.

"One of you," said Mr. Hurst, "will go by water, the other overland; and I want to see who gets round the world the sooner. You will each have an unlimited money—as much as ever you want, and you may spend it as you please. If you want to charter a steamer, charter it; if you want to hire a railroad, hire it."

One of the boys is a New Yorker, the other an English boy, living as he did in the city where the order to start was to be given (it had been arranged that that order should be issued from the office of the New York paper owned by Mr. Hurst) had a better chance of getting to know when he would be wanted, and consequently was able at last to start comfortably for Vancouver, where he was to join the C. P. R. steamer *Empress of India*.

Sir Henry Campbell-Bannerman objected to the whole policy of concentration as a barbarous system.

Subsequently Chung Shun Koo called on Captain Superintendent May and reported the circumstance. Mr. May took a note of the numbers of certain banknotes, and on 23rd April sent a Chinese detective sergeant to stay at Chung Shun Koo's house, 9, Old Bailey. On the following day, 24th April, Chung Shun Koo went to the office of the Public Works Department and saw the defendant, Chung Shun Koo, engaged by the San Francisco paper's Paris contemporary.

"One of you," said Mr. Hurst, "will go by water, the other overland; and I want to see who gets round the world the sooner. You will each have an unlimited money—as much as ever you want, and you may spend it as you please. If you want to charter a steamer, charter it; if you want to hire a railroad, hire it."

he ought to have reported them to the police. However as the offence was of a trifling nature he would only fine him \$10.

BEFORE MR. KEMP.

A LADY ON THE WARPATH.
Minnie Curran, of 42a, Praya East, was charged with obstructing the police in performance of their duty, and using threatening and abusive language.

When called up to answer whether she was guilty or not, she pleaded not guilty, and asked for the case to be remanded till Monday. Immediately after she changed her mind, and told his Worship that as Sergeant Evans seemed anxious to have his say, to let him have it.

His Worship—Do you or do you not want a reward?

Defendant—No, might as well have it out. Let him speak his mind. I can fight my own battle.

Sergeant Evans, of the Military Garrison Police, being sworn, stated that at 11.45 a.m. on the 17th instant he went with a police sergeant to defendant's house to look for a deserter from the Royal Welsh Fusiliers. They found him there, and while waiting for him to dress, defendant came on to the scene, and started to abuse him, saying also that she would shoot him at sight.

P.S. No. 47 corroborated first witness's statement.

Defendant said that Sergeant Evans and the police sergeant smashed in her door, and naturally she got angry and abused them. Had they come in civilly as they ought to have done, she would have turned the man over to them—though he was no deserter, she added.

His Worship sentenced her to pay a \$10 fine or go to jail for seven days.

MARINE COURT.

Wednesday, 19th June.

BEFORE THE HON. BASIL TAYLOR,
ACTING HON. DOUGLAS ASTAHER.

COLLISION OF HONGKONG HOTEL LAUNCH
WITH BALLAST-BOAT.

The Hongkong Hotel launch collided with ballast-boat No. S.464 last Friday forenoon, and the inquiry held was in consequence with the request of the owner of the steamer *Kwong Wai*, which had the ballast-boat in tow.

Lau Fat, master of steam launch *Kwong Wai*, being sworn, deposed as follows:—

On Friday at about 10 a.m. my boat was towing a ballast-boat from C. Collins to West Point. On coming abreast of Douglas Bay, I saw the Hongkong Hotel launch leave Blake Pier. She went in the same direction as I for a short time, and then attempted to cross our bow; in doing so she struck the ballast-boat on the port bow with her starboard bow. I reversed the engines about five minutes before the collision took place.

Fung Yik, seaman on the ballast-boat, stated that he was steering at the time of the collision, and corroborated first witness's evidence.

Lo Nam Kan, master of the Hongkong Hotel launch, stated that the launch *Kwong Wai* started not run into him. He did not port the helm.

His Worship's judgment was given as follows:—

Lo Nam Kan should have kept out of the way. His boat had no business to come so close. Lo Nam Kan's certificate will be suspended for one month.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

The following is the remainder of the Chamber's correspondence, the bulk of which we published in yesterday's issue:—

CHINESE TARIFF QUESTION.

London Chamber of Commerce,
Bolton House, Eastcheap,
London, E.C.

3rd May, 1901.

DEAR SIE,

I beg to acknowledge, with thanks, receipt of your telegram of even date, which has been forwarded to the Chairman of the East India and China Trade Section of this Chamber, by whose instructions a letter (copy enclosed) has to-day been forwarded to the Under Secretary of State for Foreign Affairs. I trust this will meet with the approval of your Chamber, and remain,

Yours faithfully,
(Sd.) KENRIC B. MURRAY.
Secretary.

Sir THOMAS JACKSON,
Chairman, Hongkong General
Chamber of Commerce.

(Enclosure.)
The London Chamber of Commerce,
Bolton House, Eastcheap,
London, E.C.

3rd May, 1901.

SIR,

I have the honour to append copy of a telegram received from the Chamber of Commerce of Hongkong. It gives the opinion of that important Chamber on a point most seriously affecting the commercial interests of this country in China, and the China Trade Section of the London Chamber recognising the magnitude of the trade of Great Britain as compared with that of other nations with China, begs that the subject may receive the attention to which its vast importance entitles it.

I am, Sir,
Yours faithfully,
KENRIC B. MURRAY.
Secretary.

The Under Secretary of State
for Foreign Affairs,
Foreign Office, Whitehall, S.W.

(Copy of Telegram.)

3rd May, 1901.

Referring Chinese Indemnity it is proposed by certain Powers to raise guaranteed loan secured by doubling tariff. This Chamber most earnestly submit Government should on no account agree any increase existing tariff unless accompanied by substantial redress grievances connected therewith and other internal taxation and satisfactory settlement question inland waters navigation.

T. JACKSON,
Chairman, Hongkong Chamber Commerce.

LATEST STEAMER MOVEMENTS.

The P. & A. steamer *Knight Companion*, which sailed from Hongkong on the 17th ult. for Portland (Or.), via Japan ports, arrived at Portland at 5.30 a.m. on the 16th inst.

The C. P. R. steamer *Empress of Japan* left Vancouver on the 18th inst., a.m., for Hongkong via the usual Japanese ports to call.

The N. P. steamer *Glenesk* has arrived at Yokohama, and will leave for this port to-day.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE "SHAMROCK II." DISASTER.

London, 22nd May.

A sensation was caused throughout Britain this afternoon by the news that during a trial of Sir Thomas Lipton's challenge yacht for the America Cup, *Shamrock II.*, and while the King was aboard, the mast carried away. The King was not hurt. The trial was taking place on the Solent, and a gull carried away the *Shamrock II.*'s sails and spars. The mast fell away from the King.

His Majesty and Sir Thomas Lipton at the time of the accident were seated on deck close to the companion-way. The heavy mast fell into the sea. The King was taken aboard Sir Thomas Lipton's steam yacht *Erin* and was conveyed to Southampton.

Later messages from Southampton show that *Shamrock II.* was about to start when she was suddenly struck by a heavy squall. The topmast buckled, the bowsprit snapped, and then the mainmast, which weighed two tons, fell overboard, becoming a total wreck.

Two torpedo-boat destroyers and the *Erin* rushed to the rescue. The captain of the *Shamrock II.* shouted, "No one is hurt." Tremendous excitement was caused in Southampton and London on receipt of the news.

23rd May.

Shamrock II., *Shamrock I.*, and *Sybaris* were manoeuvring for the start. A 12-knot breeze was blowing. *Shamrock II.* was close hauled, and while coming round on the starboard tack, a heavy easterly squall caught her abeam heeling over. Her bowsprit plate and shroud fastening gave way. Then the bowsprit went, and next the topmast collapsed. The mainmast then broke first at the heel of the topmast and afterwards three feet above the deck. The wreckage fell to leeward. The broken mast doubled under the yacht, touching her bottom, and held fast until rammers were brought from Cowes. These workmen cut away the broken mast, allowing it and the gear and sails to sink. The main boom and the staysail alone were saved.

Shamrock I. risked everything to get alongside, but as her gaff buckled and her top-sail blew away she was unable to assist the disabled yacht. The dingy of the *Sybaris* was the first boat alongside the *Shamrock II.*, and then came the *Erin*, and the two torpedo-boat destroyers racing up to her.

The King, Sir Thomas Lipton, Mr. George Lennox Watson (yacht designer), the Marchioness of Londonderry, and Mrs. Jamison were seated on the weather side, and had a very narrow escape. A heavy block fell between the Marchioness of Londonderry and Mrs. Jamison.

The King exhibited great composure. After reassuring the ladies that there was no danger his Majesty lighted a cigar. He entered a launch, and from it examined the wreckage which had fallen overboard.

The bursting of the bowsprit gave warning of the danger. Had the accident occurred 10 seconds later the boom would have been right aboard, and would have fallen on deck instead of clear of the yacht.

The King landed at Cowes, and from there telephoned to the Queen Consort to reassure her. Afterwards his Majesty dined on the *Erin*, and returned to London in the evening.

Later.

The damage to the *Shamrock II.* is estimated at £4,000.

Further details are published of the accident to the yacht *Shamrock II.* in the *Solent* yesterday, while the King was aboard. The canvas of the yacht was 150ft. high. Just before rounding the captain proposed to shorten sail, but was overruled. The weakness of the bowsprit and the rigging caused the collapse.

Surprise was expressed that the fragile hull was able to resist the pressure of the leverage. Several of the crew were carried overboard amid the cloud of canvas. Three of the crew who were aloft "shinned down" at the moment of the accident.

24th May.

Interviewed by a representative of the *Daily Mail*, Sir T. Lipton stated that when the accident occurred the boom was coming inward, and fell within a few feet of the King. Had the accident occurred a moment later his Majesty would have been directly underneath the boom. Captain Sycamore was lying on the side of the deck, and only just jumped clear.

The King's only remark after the accident was "What a pity!" A piece of iron struck Sir Thomas Lipton, stunning him for half a minute. The bravery of the ladies, Sir Thomas Lipton states, was conspicuous.

The hull of the *Shamrock II.* was not burst. Within an hour repairs to the vessel had been ordered. The yacht will not be ready to race in America before the first week in October, though Sir T. Lipton is prepared to take over *Shamrock I.* if a postponement is impossible.

He has gratefully declined the offer of Mr. Larsson to race the yacht *Independence* against *Shamrock I.* and *Shamrock II.* in England.

The *Yachting Standard* states:—"The *Shamrock II.* was partially fitted with the hollow spars which have been attracting so much attention in England lately. The mast, of course, will be steel. The *Independence* will also have hollow spars of the same make."

BRITISH SEAMEN.

If we could restore the preponderance of British seamen for British ships by drawing up schemes on paper, then Lord Brassey and the Navy League would, at their conference last week, have achieved a conspicuous success. The conference aimed at the establishment of training ships for apprentices all round the coast, the drafting of the trained apprentices into the navy for a short course of further instruction, and then the sending of the finished seaman into the mercantile marine. It is really difficult to realise that men who have given long study to this question should have arrived at no better remedy. If we are to restore the supremacy of the British sailor we must begin by revising the conditions under which he lives, and not by giving young seamen a high training and then drafting them to ships where life would be intolerable. No doubt it would be an excellent thing to recruit the mercantile marine in such a way that while we should cease to lament the decadence of the British sailor we should be provided with a well-filled nursery for the navy, but it is as useless to expect the Admiralty, after incurring the labour and expense of training lads, to send them into another service where they would not improve in physique, as it is to expect the lads voluntarily to surrender naval privileges for the risks and chances of the merchant service, from which they are only to be recalled in the event of war. The young sailor, educated in a training ship, would unquestionably be a valuable acquisition to the merchant service; but he is also an acquisition to the navy, and when he has been licked into shape we cannot spare him nor allow him to deteriorate amid the cosmopolitan influences of the mercantile marine. Lord Brassey has been the parent of many schemes for strengthening the Naval Reserve, but his latest offering can scarcely be regarded as the best of the series.—*Naval and Military Record*.

H. B. M. LEGATION IN SIAM.

The *Bangkok Times* learns that, at least as regards the salaries of the Legation staff, the British Foreign Office has not perpetrated any joke in granting the prayer of the petitioners for the appointment of a Judge. The sum established is to be as follows:—Minister, £1,600; Second Vice-Counsel, £450; First Assistant, £400; 2 Second Assistants, £400; 2 Acting Assistants, £200; 1 Student Interpreter, £20; Consul at Chiangmai, £260; Allowance to Assistant, who also acts as Registrar, £10.

That seems on the whole very fair. The salary of the Judge is to be £200 more than that at present given to the Consul, and the 1st Vice-Counsel will also get a reasonable increase, the vote passed in March for the two Viceroys being only £250. But when the Britishers of Bangkok asked for a Judge they did not imagine that they would lose their Consul. They would have thought twice before they signed the petition if they had. This is really a matter of importance especially as the office of Minister-Resident is so often vacant and it is to be hoped that the Consulship will be reinstated in the near future. There is no device to prevent mistakes we wonder was not thought of before.

THE QUELPART TROUBLES.

The Corsair Governor of Quelpart has sent to Seoul a report on the recent troubles dated 2nd inst. He says, the revenue officials of late years have been levying various heavy taxes and have used the converts to bring pressure to bear on the natives. Defaulters were often arrested or refused to comply with the demands of the officials. The latter also instigated the converts to ill-treat the natives in various ways. The natives held a meeting at a place one li distant from Saishibu on the 16th of May last to see what measures could be taken to check the abuses. While the meeting was in progress two French Missionaries with 300 converts armed with rifles and guns arrived on the spot and opened fire. One native was wounded and 200 others, a leader of the natives and five others were carried off by the converts.

The converts then invaded Saishibu and seized flags and ammunition. They closed the gates of the town and fired on the natives again, killing one and injuring three men badly. This enraged the natives that they killed 50 converts, and forced them into the town and released the six men who had been arrested. The converts took flight when they saw they were outnumbered, and the French Missionaries concealed themselves in the house of the local Governor of Sojig-qua. The natives killed over 50 converts and posted placards ordering the arrest of all found alive. On the 18th over 250 converts, who were hiding in various villages, were captured and killed. One of the converts, a man named Cho Ingen, escaped in a boat and telephoned to the French Minister to Seoul about the affair. French warships subsequently arrived at the island and threatened to land marines and exterminate the natives; but they were presumed not to carry out their threat. Two companies of Korean troops are stationed on the island at present. The Governor asks the Government to address an official note to the French Minister with a view to preventing the despatch of French troops, lest the converts should rise again to wreak vengeance on the natives.

23rd May.

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Surprise was expressed that the fragile hull was able to resist the pressure of the leverage. Several of the crew were carried overboard amid the cloud of canvas. Three of the crew who were aloft "shinned down" at the moment of the accident.

What could we do? asks the Russian.

"We had, neither free seed nor money to provide oxen. We could not do anything" — the usual resources of Chinese officialdom.

At first, said the garrulous official, we got together and delimited the frontier—very clearly, and pictured it in a map. "That's settled!" But the Russians commenced to offer attractions to the Chinese peasants to emigrate and settle on their side of the boundary so clearly defined.

(g) That the Crown grants for the colonies to be repudiated to arrange that a supply of suitable wire gauze and mosquito netting is available, patterns of which should be easily accessible.

(h) That all officials on first going out to malarial Colonies be advised to procure mosquito nets.

The appearance of a Russian party at Tachienlu is enough to set all the tongues on this border a-gog.

At a protracted and very enjoyable dinner with the city officials here last evening it was my good fortune to sit beside a much a.m. That's settled!" But the Russians commenced to offer attractions to the Chinese peasants to emigrate and settle on their side of the boundary so clearly defined.

Free seed, for free land, oxen if necessary, and irrigation where possible. Of course the Chinese went over in shoals.

NEW ADVERTISEMENTS

MESS.

A GENTLEMAN WANTS to join a FIRST CLASS MESS.
Please apply with all particulars to—
1001,
Care of Daily Press Office.
Hongkong, 20th June, 1901. [1551]

PEAK CLUB.

THE BAND of the SECOND BATTALION ROYAL WELSH FUSILIERS will play on SATURDAY, the 29th inst., instead of SATURDAY, the 22nd inst., as previously notified.
OSWALD D. THOMSON,
Hon. Secretary.
Hongkong, 20th June, 1901. [1545]

NOTICE.

M R. A. J. ATTARI will leave this Colony shortly, and the Business of my Firm will be from this date and hereafter carried on by Mr. SHAPORI H. COMMISSIONERATRALA, who is AUTHORIZED to SIGN for me and in my name from this date.
A. ESMALJEE.
Hongkong, 19th June, 1901. [1546]

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, No. 4 Queen's Buildings on SATURDAY, the 6th July prox., at 12.15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 6th prox., both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 20th June, 1901. [1547]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

T HE Company's Steamship
"HAITAN," Captain Ronch, will be despatched for the above ports TO-MORROW, the 21st inst., at NOON.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO., General Managers.
Hongkong, 20th June, 1901. [1548]

FOR SHANGHAI AND CHINGKIANG.

T HE Steamship
"ELITA NOSSACK," Captain Bruhn, will be despatched for the above ports on MONDAY, the 24th June, at 4 P.M.
For Freight, apply to
EAST ASIAN TRADING CO., LTD., Agents.
Hongkong, 20th June, 1901. [1549]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

T HE Company's Steamship
"KUMSANG," Captain E. J. Buller, will be despatched as above on TUESDAY, the 25th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., General Managers.
Hongkong, 19th June, 1901. [1549]

FOR NAGASAKI AND VLADIVO-STOCK.

T HE Steamship
"DAPHNE," Captain Th. Niessen, will be despatched for the above ports on TUESDAY, the 25th inst., at 3 P.M.
This Steamer has superior accommodation for First Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO., Agents.
Hongkong, 19th June, 1901. [1544]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENLAWERS"
FROM LONDON AND STRAITS.

C ONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 26th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th June, 1901. [1550]

OREGON LUMBER.

T HE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [5]C. E. WARREN,
BUILDING CONTRACTOR,
NO. 25, ABERDEEN STREET.

S ANITARY APPLIANCES SUPPLIED and FIXED DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [98]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [75]

AUCTION

PUBLIC AUCTION

T HE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 20th inst., at 2.30 P.M., at their Sales Rooms, Ice House Street,

SUNDRY HOUSEHOLD FURNITURE, comprising—

TAPESTRY-COVERED DRAWING-ROOM SUITE, Double and Single IRON BEDSTEADS with WIRES and HAIR, MATTRESSES, TEAKWOOD SIDE-BOARD with GLASS, BOOKCASES, CHEST of DRAWERS, GLASS and CROCKERY WARE, CARPETS, RUGS, STOVES, SHANGHAI BATHS, PICTURES, &c., &c.; Also

A Choice Selection of BLACKWOOD FURNITURE; And

One PHONOGRAPH, One GRAPHOPHONE, One GRAND PIANO, 1 RICHSHA and 1 Set of TENNIS NETS, &c.

TERMS.—As Usual.
Catalogues can be had on application.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th June, 1901. [1527]

NOTICE.

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

T HE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held in the Office of the General Managers, on THURSDAY, the 27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th June, 1901. [1469]

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

NOTICE.

M R. S. GILLANDERS

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1901. [869]

NOTICE.

BOARD AND RESIDENCE.

C OMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892.

NOTICE.

M R. S. SIDNEY JEFFREY,

"VERITAS,"

BEACH ROAD WEST,

FELIXSTOWE, SUFFOLK,

ENGLAND.

Hongkong, 26th August, 1900. [73]

NOTICE.

NOTICES OF FIRMS

NOTICE.

T HE Business of TAVARES, ROZARIO & CO. will in future be carried on under the name of TAVARES & CO. HANG TAI YONG HONG.

Mr. V. A. ROZARIO having retired from our Firm, his Interest and Responsibility CEASED from THIS DAY.

F. X. M. PLACE TAVARES.

L. G. PLACE TAVARES.

Canton, 15th June, 1901. [1518]

NOTICE.

A. S. WATSON & CO. LIMITED.

D URING the Absence of Mr. A. H. MANCELL, the Company's Secretary, from the Colony, Mr. J. A. TARRANT is Authorised to Sign "For SECRETARY."

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 13th June, 1901. [1487]

NOTICE.

W E have This Day Authorized Mr.

WILHELM NAGEL to Sign our

FIRM PER PROCURATION.

LEOPOLD SPATZ & CO.

Hongkong, 17th June, 1901. [1526]

NOTICE.

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.

Also FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1485]

NOTICE.

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps,

Wood Working and Iron Working Machinery.

Saw Mills and Saw Mill Supplies.

Sugar and Rice Mill Machinery.

Mining and Milling Machinery.

Write for Catalogues and Prices of what you require.

PARKE & LACY CO., 21 and 23, Fremant Street, San Francisco, Cal. U.S.A. [732]

NOTICE.

PORT LANING CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,

HOLLIDAY, WISE & CO.

Hongkong, 16th September, 1899. [1509]

NOTICE.

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For Particulars, apply to

R. C. WILCOX,

6, Beaconsfield Arcade.

Hongkong, 22nd May, 1901. [1309]

NOTICE.

OREGON LUMBER.

THE Undersigned, being closely connected

with the leading MILLS at PORT-

LAND and PUGET SOUND, are always

prepared to book orders for any specifications at

LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [5]

NOTICE.

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NOTICE.

SANITARY APPLIANCES SUPPLIED

and FIXED DRAINS, TRAPS,

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TILES. Prices on Application.

[98]

NOTICE.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES,

FIRING 10 SHOTS in 2 SECONDS

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [75]

NOTICE.

TO LET.

TO LET APRIL 1ST.

N. I. STEWART TERRACE.

Apply to J. W. NOBLE,

Hongkong, 6th March, 1901. [661]

TO LET.

CINGLEFORD, ROBINSON ROAD,

and THE CASTLE, CASTLE ROAD.

Apply to LINSTEAD & DAVIS,

Hongkong, 19th June, 1901. [1538]

TO LET.

IMMEDIATE POS

HONGKONG
BUSINESS DIRECTORY.

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"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

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Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.

Mechanics engaged; Estimates given

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aer-
ial Water Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Illoilo

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Engravings, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Engravings, Groups, Views, &c.; Devot-
opment Works. Amateurs' Requisites

M. MOMEYA, JAPANESE ARTIST.
Bromide and Crayon Engravings and
also colouring Photos and relief Photos;
Views of China and Manlia. Work
done for Amateurs; No. 8a, Queen's
Road Central.

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"DAILY PRESS" OFFICE.
Printed by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineering Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SETMUND.
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Engineers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Composition ("Grey-
hound Brand") and Blundell,
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road.
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HOUGHTON & CO.)

(Nearly opposite the HONGKONG HOTEL).

Business Hours: ... 9 a.m. to 5 p.m.
A great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dizziness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requiring
Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.
ADVICE FREE.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.

PLANS and Specifications Supplied for any
Class of Engineering Work. Marine
Work a Specialty; Designs prepared for
Small Coast Steamers, Light Draught Vessels,
Dredgers, Tug-Boats, Launches and Barges
of any Class or for Special Requirements.
New and Repair Work Supervised. Contractor
for the Supply and Erection of any type of
Machinery.

Telegrams "BARLOW," Hongkong.
Telephone, No. 74.
P. O. Box, No. 119.

OFFICE, 9, QUEEN'S ROAD CENTRAL.

B. J. BARLOW.

Hongkong, 12th June, 1901.

SPORT AND ANECDOTE.

BY AN OLD FOOL.

THE BACKBONE OF THE YORKSHIRE

ELEVEN.

The Yorkshire cricketers have commenced their summer campaign quite as auspiciously as they did last year, and it is apparent, even though early in the season, that they intend to make a bold bid to retain the championship of the country. Although Lord Hawke will still be without the assistance of that most dashing of cricketers, Mr. Francis Stanley Jackson, he will find a willing coadjutor in T. L. Taylor, the International hockey-player and ex-captain of Cambridge University, while another Light Blue skipper, F. Mitchell, who was in command of the 1899 University Eleven, has not returned to his military duties in South Africa, so that Lord Hawke, of Tadcaster Park, will have some amateurs to keep him company and to compensate for such a loss as Mr. Stanley Jackson. However, if George Hirst and Wilfred Rhodes maintain the excellent form they have already shown, not even Stanley Jackson will be much missed. George Hirst, a native of Kirkheaton, near Huddersfield, is certainly one of the most accomplished cricketers in England, and as he is not thirty years of age until the 7th of September, there is every chance of his yet making the great name anticipated some few years ago. He comes from the same place as Wilfred Rhodes—and two more typical Yorkshires it is impossible to meet. Both are of fresh complexion and jolly in feature; but in appearance there is a great contrast. Hirst, who stands about 5ft. 7in., is of the yeoman build, thick-set, very sturdy and immensely strong. I should say that he pulls down the scale at quite 13st. 7lbs., whereas Wilfred Rhodes, I may state, is 5ft. 10in., and scales 12st. These figures are given not to supply much details for the merely curious, but to show the difference between the Kirkheaton celebrities who constitute in the main the great strength of the Yorkshire team. If any other man should be coupled with this pair, it is my friend Schofield Haigh. Owing to a bad foot, he has not been in condition to make his presence felt yet, as he did last year; but most assuredly his day will come again. Haigh is a native of Berry Brow—also a suburb of Huddersfield—and the trio undoubtedly constitute the backbone of the Yorkshire eleven; and this is said with all due deference to the claims of eight or nine other very worthy cricketers.

GEORGE HIRST.

Hirst, who was first played for his county in 1889, did not obtain a regular place in the team until 1892. Even then he was known as a bowler, his batting abilities being summed up in the comprehensive term—slugger. He has always bowled fast left-hand, and has a peculiar hop stride-and-a-jump sort of delivery, but he is very awkward to play, especially if the wicket be at all inclined to crumble. As I have said, he was first played for his bowling, and in 1893 he captured in all Yorkshire matches 110 wickets for rather over 14 runs each. As a batsman, he was of small account.

But his run-getting improved and in 1894 he

found him scoring 115 (not out) at Bristol against Gloucestershire. At long intervals he obtained fine scores, and finally folk began to declare that his batting was developing, and his bowling deteriorating. Still the fact remains that in 1896 he made 1,124 runs and captured 104 wickets while in the Diamond Jubilee year of 1897 he scored 1,535 with the bat and secured 101 wickets. Last season his aggregate of runs was within 40 of 2,000, but he only credited himself with 62 wickets for 26 runs each—so that there is some colour in the criticism that he is now little better than a change bowler. Eleven times has he compiled three figures in first-class cricket—but always for Yorkshire, his favours being reserved for his native county. As I have said, he first made a "century" against Gloucestershire, and in all has four times reached a hundred against Bristol. Exactly so. I am quite indifferent to the number of maidens a man sends down, to the accuracy of his pitch and the beauty of his break; if he is not able to fulfil the primary object of all bowling—to get opponents out. Bowling can be so precise in its pitch that it commands the respect of the batsman at once, and enables him to play himself in. I was watching a country match the other day in the South of England, when a well-known bowler secured five wickets for 52 runs, all his victims being snapped behind the wickets. Someone declared that he had bowled the rankest "toss." Now, from my point of view, no bowling is bad which seizes wickets. I once took part in a keen match between rival villages. Our opponents had been unbeaten for years. We had a first-class bowler whose experience was that every really good ball, from an orthodox standpoint, that he sent down, was quitted to the boundary. He was most unmercifully hit all over the place. But he was a man of brains. He changed his tactics, and he varied full pitches with tempting half-volleys on the off. What was the result? Most of the batsmen opened their shoulders for a jolly time, and were caught out one after the other in most tantalising fashion to the local cracks, who were beaten. It may be argued that our famous bowler secured his antagonists by unorthodox deliveries. But surely this was artifice, and if an inviting half-volley would get a man out, where a good length ball would be a failure, I say give him the half-volley. The great art of the day in cricket is to fool a man out.

WILFRED RHODES.

Wilfred Rhodes, who is six years younger than his neighbour Hirst, has only been participating in county cricket since 1893—but for Yorkshire alone has he competed in competition matches 460 wickets for 6,298 runs, or about 13 each. His progress is really wonderful, for in 1898 he had 125 victims for 13.12 each, in 1899, when the Australians brought the hot weather, 129 for 15.65, and in 1900, 206 for 12.29. Yorkshire, you will remember, lost the services of Bobbie Peel, and brought out this innocent-looking youth, who had been a comparatively unknown professional. In his second season he was played for all England against the Tenth Australian team—an honour which, I would say, is without a parallel. Rhodes, like Hirst, is a left-hand bowler and a right-handed batsman. I have never seen a more graceful, unfiring, and perfect action than that of Rhodes, who, without any fuss, bowls a maiden over in very quick time—a bout one minute 50 seconds. His deliveries come in from the off, and even on hard pitches he is not easy to play, while on a wicket the least effected by rain he is quite a terror. Rhodes came out with the Kirkheaton

club when only 14, and in 1896 went as a professional to Galashiels, where for two seasons he was most successful. It was then just a toss-up whether Rhodes did not join the ground staff of the Warwickshire club at Edgbaston. What a capture he would have been to the Midland shire! But just in the nick of time the Yorkshire committee were apprised of the situation, and Rhodes was retained for the Northerners. If Rhodes was not a great bowler he would soon develop into a fine batsman, for he has been known to make 81 not out, and is quite capable of totalling 400 runs in the county matches of a season. A man who can bowl as he can and is then clever enough to add 161 for the ninth wicket, as he did with Mr. Ernest Smith against Sussex at Sheffield last July, carrying the score from 291 to 452, is certainly entitled to take rank with the finest of Yorkshire cricketers. Rhodes is a lifelang tactician, and one of the quietest young men to be met with in a long day's walk.

SCHOOLFIELD HAIGH.

A pleasant man of medium height, always ready for a burst of laughter is Schoolfield Haigh, who was born on March 9th, 1872, and has been a member of the Yorkshire team since 1895. He learned his cricket at Armitage Bridge, and soon made a local reputation. In 1891 Louis Hall recommended Haigh to the Aberdeenshire Club, and away the youth went to the Granite City. For three summers he bowled very successfully—though at that time he had not learned his subtle variations of space—and above all the fast "yorker" which has taken scores of wickets. Transferring himself to Perthshire in 1894, he had extraordinary success, as he took 128 wickets for four only each, and in the following year 92 wickets at the same price, while his batting average was never less than 29 per innings. Louis Hall never lost touch with his protégé, and he was introduced into the Yorkshire team in due course. In his first regular season when he played in 13 Yorkshire matches he secured 71 wickets for 15 runs each, but in 1897 he only obtained 70 at five runs greater cost. There was an improvement in 1898, as he numbered 88 victims for 18 runs apiece, but in 1899 there was again a decline. Last year he shared the honours with Rhodes, and captured 145 wickets for 14 runs each—his return for all matches being 163 wickets for an average of 14.82. Moreover, Haigh has now scored 85 against such bowlers as Surrey—so that he is, like Rhodes, not to be despised even if his bowling were not so deadly as it is with his fast yorker, his fatal slow ball, and his natural off-break. Standing 5ft. 7in., Haigh seals about 11 stone, and like his Huddersfield brethren is a Tyke to the backhoe. I have taken these three as typical of their county and leading cricketers in the champion team.

WHAT IS BAD BOWLING?

To answer this question some may say that bowling is bad which lacks "length," or which is without "break." But my answer to the interrogatory simply amounts to this—that I consider bowling bad which does not get batsmen out. It may be urged that this is a very unfair view to take, and that my judgment is founded upon the success or non-success of a trundler. Exactly so. I am quite indifferent to the number of maidens a man sends down, to the accuracy of his pitch and the beauty of his break; if he is not able to fulfil the primary object of all bowling—to get opponents out. Bowling can be so precise in its pitch that it commands the respect of the batsman at once, and enables him to play himself in. I was watching a country match the other day in the South of England, when a well-known bowler secured five wickets for 52 runs, all his victims being snapped behind the wickets. Someone declared that he had bowled the rankest "toss." Now, from my point of view, no bowling is bad which seizes wickets. I once took part in a keen match between rival villages. Our opponents had been unbeaten for years. We had a first-class bowler whose experience was that every really good ball, from an orthodox standpoint, that he sent down, was quitted to the boundary. He was most unmercifully hit all over the place. But he was a man of brains. He changed his tactics, and he varied full pitches with tempting half-volleys on the off. What was the result? Most of the batsmen opened their shoulders for a jolly time, and were caught out one after the other in most tantalising fashion to the local cracks, who were beaten. It may be argued that our famous bowler secured his antagonists by unorthodox deliveries. But surely this was artifice, and if an inviting half-volley would get a man out, where a good length ball would be a failure, I say give him the half-volley. The great art of the day in cricket is to fool a man out.

THE FOOTBALL LEAGUE.

The annual meeting of the Football League was held yesterday (Friday) at Manchester, when business of interest was transacted. The League had an income last year of £1,118. 10s. 5d., derived mainly from the Scottish League match which produced a sum of £593. With the exception of nearly £20, the whole of this sum of £1,118. 10s. 5d. was expended, and nearly all of it in the expenses of meetings. I do not think the League should be so costly as this, but I suppose these are not the days when men can be expected to devote so much time and expenditure to any sport without being at least refunded their out-of-pocket expenses. One thing is certain, if the League is to be properly controlled, it must be by business men, but the organisation should have an assured revenue, and not have to depend for income upon the Inter-League matches, even when they are not played in England.

London, 18th May.

L. WILFRED RHODES.

HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the Range is CLOSED at present, and will not be re-opened before end of this month.

ALEX. MACKENZIE,

Hon. Secretary.

Hongkong, 15th June, 1901.

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NOW ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR

CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS
SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.

FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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FOR SALE.

FIRST CLASS MATERIAL.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWINE	On 25th inst.
LONDON	GLENCAIRN	Brit. str.	—	C. C. Talbot, R.N.R.	McGREGOR BROS. & GOW	On 28th inst.
LONDON	JAPAN	Brit. str.	—	J. Rafferty	P. & O. S. N. Co.	On or about 29th inst.
LONDON & ANTWERP	PROMETHEUS	Brit. str.	—		McGREGOR BROS. & GOW	On 11th July.
LONDON	ALCINOUS	Brit. str.	—		BUTTERFIELD & SWINE	On 15th July.
LIVERPOOL DIRECT	GLAUCUS	Brit. str.	—		BUTTERFIELD & SWINE	On 23rd July.
BRUGES, VIA PORTS OF CALL	SACHEN	Ger. str.	—	H. Stüppner	MELCHERS & CO.	On or about 15th July.
MARSEILLES, LONDON & ANTWERP, V. STORE, &c.	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, &c., VIA PORTS OF CALL	SYDNEY	Fren. str.	—	Aubert	MESSEGERER'S MARITIMES	On 28th inst., at Daylight.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 1st July, at 1 P.M.
HAVRE & HAMBURG	SAMIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE & HAMBURG	WUERZBURG	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 12th July.
NEW YORK	ACILLA	Ger. str.	—	v. Döhren	MCGREGOR BROS. & GOW	On 26th July.
NEW YORK VIA PORTS & SUEZ CANAL	GLENARTNEY	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On 30th inst.
NEW YORK VIA SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	O. & O. S. S. CO.	JARDINE, MATTHESON & CO.	On 10th July.
NEW YORK VIA SUEZ CANAL	INDIANI	Brit. str.	—	TOKYO KISEN KAISHA	SHEWAN, TOME & CO.	On or about 1st Aug.
NEW YORK	ABARA	Brit. str.	—	Williamson	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	L. SCHIEFT	Amer. ship.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 26th inst.
VANCOUVER, VIA MOJI, &c.	EMPERESS OF INDIA	Brit. str.	—	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th July.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	H. Ono	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	RIKUN MARU	Jap. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On 28th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	O. & O. S. S. CO.	JARDINE, MATTHESON & CO.	On 27th inst., at Daylight.
SAN FRANCISCO VIA SHANGHAI, &c.	COPTIC	Amer. str.	—	TOKYO KISEN KAISHA	SHEWAN, TOME & CO.	On 4th July, at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	AMERICA MARU	Jap. str.	—	BUTTERFIELD & SWINE	CARLOWITZ & CO.	To-morrow.
SAN BELGIAN KING	BELGIAN KING	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS	AIRIE	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.	—	J. S. Hogg	BUTTERFIELD & SWINE	On or about 14th July.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	W. Thompson	JARDINE, MATTHESON & CO.	On 22nd inst.
SEATTLE VIA SHANGHAI & JAPAN	HYSON	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	Th. Nissen	SIEMSEN & CO.	To-morrow.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	BUTTERFIELD & SWINE	SIEMSEN & CO.	To-morrow.
NAGASAKI & VLADIVOSTOCK	DAPHNE	Ger. str.	—	E. R. Dowell, R.N.R.	BUTTERFIELD & SWINE	To-morrow, at 3 P.M.
TIENTSIN	NANCHANG	Brit. str.	—	E. G. Andrews	P. & O. S. N. CO.	On 22nd inst.
SHANGHAI	LYEEMOON	Brit. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 23rd inst.
SHANGHAI	WHAMPOA	Brit. str.	—	S. Akumi	MITSUI BUSSAN KAISHA	On 24th inst.
SHANGHAI & CHINGKIANG	SUNDA	Brit. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 25th inst.
SHANGHAI & JAPAN	ELITA NOSSACK	Brit. str.	—	Road	DOUGLAS, LAPRAK & CO.	On 26th inst.
ANPING, VIA SWATOW & AMOY	MALACCA	Brit. str.	—	P. H. Rolfe	JARDINE, MATTHESON & CO.	On 3rd July, at Daylight.
FOOCHOW VIA SWATOW & AMOY	MAIDOURA MARU	Jap. str.	—	G. T. Blaxland	SHEWAN, TOME & CO.	On 22nd inst.
TAMSUI VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	E. J. Buller	BUTTERFIELD & SWINE	On or about 14th July.
SWATOW	DAIJIN MARU	Jap. str.	—	M. Yagi	JARDINE, MATTHESON & CO.	On 23rd inst., at 3 P.M.
MANILA	HAITAN	Brit. str.	—			To-morrow, at Noon.
MANILA	YUENSANG	Brit. str.	—			To-morrow, at 4 P.M.
MANILA	PERLA	Brit. str.	—			On 24th inst., at 5 P.M.
MANILA	SUNGKANG	Brit. str.	—			On 25th inst.
MANILA	TAIWAN	Brit. str.	—			On or about 14th July.
SINGAPORE, PENANG & CALCUTTA	KUMSANO	Brit. str.	—			On 26th inst., at 3 P.M.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—			To-morrow, at Noon.

SHIPPING.

ARRIVALS.

June 18, JACOB DIEDERICHSSEN, German str., 123; A. Rieke, Haiphong 15th and Hoioh 17th June, Rice and General.—JEENSEN & CO.

June 18, BENLAWERS, British str., 1,483, J. D. Sarchet, London 3rd April, General.—GIBB, LIVINGSTON & CO.

June 19, AUSTRALIA, British str., 3,000, P. T. Heine, Sydney 25th May, Brisbane 27th, Townsville 30th, China 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th and Manila 13th, General.—GIBB, LIVINGSTON & CO.

July 19, KAIFONG, British str., 1,024, Pennefather, Cebu 14th June, Sugar and Sardine—BUTTERFIELD & SWINE.

June 19, ALLEGRA, U.S. transport, 2,132, Suconne, Manila 15th June.

June 19, KATSUYANA MARU, Jap. str., 405, Hayashi, Canton 19th June, General.—CHINESE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
19th JUNE.

Kyoto Maru, Japanese str., for Moji.
Wurzburg, German str., for Shanghai.
Indraeville, British str., for Amoy.
Anping Maru, Japanese str., for Swatow.
Loosok, German str., for Bangkok.

DEPARTURES.

June 19, LEOPARD, Austrian cr., for Saigon.
June 19, CHOTSANG, British str., for Canton.
June 19, CHINHANG, British str., for Canton.
June 19, WHAMPOA, British str., for Canton.
June 19, HUNAN, British str., for Canton.
June 19, THALES, British str., for Swatow.
June 19, PROMETHEUS, British str., for Moji.
June 19, INDRALIVE, Brit. str., for Portland.
June 19, GLAUCUS, British str., for Shanghai.
June 19, WURZBURG, Ger. str., for Amoy.
June 19, ELITA NOSSACK, Ger. str., for Canton.
June 19, LOOSOK, German str., for Bangkok.
June 19, WURZBURG, Ger. str., for Shanghai.
June 19, HONGKONG, French str., for Haiphong.
June 19, ANPING MARU, Jap. str., for Swatow.
June 19, TSURUHICO MARU, Japanese str., for Formosa.
June 19, INDIA, Austrian str., for Trieste.
June 19, GWALIOR, British hospital ship, for Calcutta.

VESSELS IN DOCK.

19th June.
ABERDEEN DOCKS—Sandakan, Bandoeng.
KOWLOON DOCKS—U.S.S. Bennington, Burnside, Union, Iria, Juno, Zaire, Hailan, St. Enoch, Larur.

COSMOPOLITAN DOCK—Colonies, Munchen, Fei Hoo, Simenon.

SHIPPING REPORT.

The British steamer *Australasian*, from Sydney 25th May, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th and Manila 13th, experienced northerly winds and thick weather to Townsville; from Townsville to Port Darwin had S.E. winds and thick squally weather with full value of same required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents, Hongkong, China and Japan.

Hongkong, 20th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA TO-MORROW, the 21st June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M.

The day previous to sailing, Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

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Hongkong, 20th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain Th. Lehmann, will be despatched for the above ports on SUNDAY, the 23rd inst.

For Freight or Passage, apply to

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Agents, Hongkong, 18th June, 1901.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship
"LYEEMOON," Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 21st inst. at 3 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

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Hongkong, 18th June, 1901.

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REMARKS

SHANGHAI	{ SUNDA } About 22nd	{ E. R. Dowell, R.N.R. } June } Freight or Passage.
LONDON, &c.	{ PARRAMATTA ... } Noon, 22nd	{ See Special Advertisement.
SHANGHAI AND MALACCA	{ About 28th	{ E. G. Andrews } June } Freight or Passage.
JAPAN	{ C. C. Talbot, R.N.R. } June	About 29th Freight or Passage.
LONDON		For Further Particulars, apply to H. A. KITCHIE,

VESSELS ON THE BERTH
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OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"IXION"	On 21st June.
GLASGOW and LIVERPOOL	"PELEUS"	On 23rd June.
GLASGOW and LIVERPOOL	"DEUCALION"	On 2nd July.

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PEMOTHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

(Taking Cargo at London Rates)

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 17th June, 1901.

VESSELS ON THE BERTH.

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VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	THURSDAY, 27th June, at Daylight.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.

TH E O. & O. S. S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th June, at Daylight; taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rites may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rites (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the services of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (value at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 3rd June, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHIAN CASTLE" ... 30th June.

"HUDSON" ... About 17th July.

"HEATHBURN" ...

"JUPITER" ...

"SATSUMA" ...

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 24th May, 1901. (878-1194-988)

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 P.M., the Company's Steamship "SYDNEY," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MALESEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

CLAVERNON, British str., J. Dodwell & Co., Ltd.

COMPAGNA DE FILIPINA, Amer. str., D. Migne.

EVIE J. RAY, American barque, Kator—Sander, Wieder & Co.

FARAZA, British str., Arnot—Standard Oil Co.

SEA WITCH, American ship, Howes—Master G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1901.

THE UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI" will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 14th June, 1901. (1273)

FOR NEW YORK.

THE 3/3 A II American ship

"L. SCHEPP" will load for the above port, and will have quick despatch.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 13th June, 1901.

CARLOWITZ & CO.

Hongkong, 3rd June, 1901. (1414)

KATUNAYAMA MARU, Jap. str., 405, Hayashi, June 13, Chinese.

KOHSICHANG, German str., 1,291, Leus, June 18.

Butterfield & Swire.

KUMSANG, British str., 2,076, Buller, June 18.

Jardine, Matheson & Co.

KOTO MARU, Jap. str., 1,639, Sakumi, June 12.

Orler.

MARIA VALERIE, Austrian str., 2,648, Berberovich,

June 17, Sander, Wieler & Co.

Munchen, German str., 4,891, Krebs, May 28.

Melchers & Co.

NANCHANG, Brit. str., 1,062, Finlayson, June 7.

Butterfield & Swire.

OAK BRANCH, British str., 2,064, Schell, June 12.

Dowdell & Co., Limited.

OBI, British steamer, 1,931, Pinkham, June 11.

M. B. Kashia.

PAKISTAN, British str., 1,235, Ferris, June 17.

Butterfield & Co.

RIJOHN MARU, Jap. str., 2,979, Ohno, June 16.

Nippon Yusen Kaihisha.

SADA MARU, Jap. str., 3,858, Thompsons, June 18.

Nippon Yusen Kaihisha.

SANDAKAN, Ger. str., 1,374, Brandstetter, June 6.

Melchers & Co.

SIMONIQUA, Dutch str., 1,818, Sandman, April 18.

Chinese.

TAICHOI, German str., 862, Behar, June 14.

Butterfield & Swire.

TAIWAN, British str., 1,459, Nelson, June 15.

Butterfield & Swire.

TAKANG, British str., 977, Baker, June 16.

Jardine, Matheson & Co.

TRYM, Norwegian str., 710, Dale, June 10.

A. B. Martyn.

YAWATA MARU, Jap. str., 2,367, Moss, June 18.

Nippon Yusen Kaihisha.

YUANGANG, British str., 1,128, Rolfe, June 18.

Jardine, Matheson & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

ALACREA, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Crawford, at Taku.

ALGERINE, sloop, 1,050 tons, 6 guns, 1,100 h.p., Capt. E. D. Hunt, at Shanghai.

ARETHUSA, cruiser, 4,200 tons, 10 guns, 5,000 h.p., Captain J. Starlin, Woosung.

ARGONAUT, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Chinakiang.

ASTRAENA, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Shanghai.

AURORA, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Captain E. H. Bayly, C.B., at Woosung.

BARKIN, battleship, 10,500 tons, 14 guns, 12,000 h.p., Captain G. J. S. Warrender, at Weihaiwei.

BLECHINGEN, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Captain F. H. Henderson, C.M.G., at Woosung.

BRANDBY, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Taku.

BRISBANE, cruiser, 6,500 tons, 10 guns, 8,000 h.p., Captain T. C. McLean, at Manila.

BUCHIR, French gunboat, 8 guns, 2,050 h.p., Capt. E. B. Bradshaw, at Manilla.

CHASSOCOP, Laubat, French cruiser, 3,800 tons, Capt. E. B. Bradshaw, at Manilla.

COMETTE, French gunboat, 1,200 tons, Capt. L. Louvel, at Shanghai.

POST OFFICE NOTICES

The Coptic, with the American Mail of the 21st ult., left Shanghai on Monday, the 15th inst., at 10 a.m., and may be expected here to-day.
The Sunta, with the English Mail of the 24th ult., left Singapore on Sunday, the 10th inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on 22nd April.
The America Maru, with the American Mail of the 20th ult., left Yokohama on Tuesday, the 18th inst., at daylight, and may be expected here on or about Tuesday, the 25th inst.

MAILS WILL CLOSE

FOE

P.M. DAY AND HOUR

Canton	Hankow	Thursday, 20th, 7.30 A.M.
Yokohama and Kobe	Maria Valore	Thursday, 20th, 11.00 A.M.
Bangkok	Taichow	Thursday, 20th, 11.00 A.M.
Macao	Hangchow	Thursday, 20th, 1.00 P.M.
Swatow	Pakshan	Thursday, 20th, 3.00 P.M.
Kobe and Yokohama	Sada Maru	Thursday, 20th, 3.00 P.M.
Chesoo	Katsuyama Maru	Thursday, 20th, 5.00 P.M.
Canton	Pocan	Friday, 21st, 11.00 A.M.
Moji, Kobe, Yokohama, San Diego and San Francisco	Belgian King	Friday, 21st, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yavata Maru	Friday, 21st, 11.00 A.M.
Tientsin	Nanchung	Friday, 21st, 11.00 A.M.
Swatow	Haitan	Friday, 21st, 2.00 P.M.
Shanghai	Yuemoon	Friday, 21st, 3.00 P.M.
Manila	Yuensang	Saturday, 22nd, 8.00 A.M.
EUROPE, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Circulars	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Paravatia	Papers 10.30 A.M.
Letters 11.00 A.M.		Letters 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Whampoa	Saturday, 22nd, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Riogun Maru	Monday, 24th, 3.00 P.M.
EUROPE, &c., India via Taticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)	Perla	Monday, 24th, 4.00 P.M.
Manila	Kameang	Tuesday, 25th, 2.00 P.M.
Singapore, Penang and Calcutta	Daphne	Wednesday, 26th,
Nagasaki and Vladivostock	Empress of India	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Coptic	Letters 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Sachsen	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Taiwan	Letters 11.00 A.M.

TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hongh, 230 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

19th June.

ON LONDON.—	Telegraphic Transfer	1/11
	Bank Bills, on demand	1/11
	Bank Bills, at 90 days' sight	1/11
	Bank Bills, at 4 months' sight	1/11
	Credits, at 4 months' sight	1/11
	Documentary Bills, 4 months sight/2/14	
ON PARIS.—	Bank Bills, on demand	2.471
	Credits, at 4 months' sight	2.51
ON GERMANY.—	On demand	2.002
ON NEW YORK.—	Bank Bills, on demand	.471
	Credit, 60 days' sight	.484
ON HONGKONG.—	Telegraphic Transfer	1474
	Bank, on demand	1474
ON CALCUTTA.—	Telegraphic Transfer	1474
	Bank, on demand	1474
ON SHANGHAI.—	Bank, at sight	733
	Private, 30 days' sight	734
ON YOKOHAMA.—	On demand	4 p.c. pm.
ON MANILA.—	On demand	21 p.c. pm.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	118
ON HAIPHONG.—	On demand	21 p.c. pm.
ON SAIGON.—	On demand	21 p.c. pm.
ON BANGKOK.—	On demand	.591
	Sovereigns, Bank's Buying Rate	\$10.07
	GOLD LEAK, 100 fine, per tael	\$5.25
	BAR SILVER, per oz.	.273
ON OPIUM.—		

18th June.

Quotations are—Allow'd net to latty.
Malwa New \$330 to \$340 per picoul.
Malwa Old \$360 to \$370
Malwa Older \$380 to \$390
P. F. per wrapped... \$330 to —
Persian fine quality \$350 to —
Persian extra fine — to —
Pain New — to — per chest.
Pain Old \$367 to —
Benares New \$355 to —
Benares Old \$350 to —

VESSELS EXPECTED.

THE AMERICAN MAILS.
The O. & O. steamer *Coptic*, with mails, &c., left Shanghai for this port on the 17th inst., at 10 a.m.

The T. K. K. steamer *America Maru*, with mails, &c., from San Francisco to the 29th ult., via Honolulu, has arrived at Yokohama, and left for this port on the 18th inst., at 6 a.m. via Inland Sea, Kobe, Nagasaki and Shanghai.

The P. O. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 6th inst.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th inst.

THE ENGLISH MAIL.
The P. O. steamer *Sunda* left Singapore for this port on the 16th inst., at noon, with the outward English mails, and is due here on the 21st inst., at about 2 p.m.

THE GERMAN MAILS.
The Imperial German mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 27th ult., left Colombo on Friday, the 14th inst., p.m., and may be expected here on or about Tuesday, the 25th inst.

The Imperial German mail steamer *Sachsen*, left Kobe via Nagasaki and Shanghai on Sunday, the 13th inst., p.m., and may be expected here on or about Wednesday, the 26th inst.

THE CANADIAN MAIL.
The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 18th inst., a.m. for Hongkong via the usual Japanese ports of call, *NAVAL CAVERN*.

The N. Y. K. steamer *Moie Maru* (Bomby) left Shimonesaki for this port on the 14th inst., p.m., and is expected to arrive here on the 19th inst., a.m.

APIOL & STEEL PILLS
for Ladies.

A Remedy for all Irritations.
Supposed by Bitter Apple, Bergamot, P. I. Cochine, &c.
Hold by A. S. WATSON & CO., LTD., HONGKONG.

Proprietor:
MARTIN, Chemist, SOUTHAMPTON, ENGLAND

[130]

NEW MUSICAL PUBLICATIONS,
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accom.).

No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs).

THE LILY' Waltz and ELIZA' Waltz.

NEW FEATURE.—

Pocket Edition of Piano-Forte Music includ-

ing POLKA dedicated to Hongkong Volunteers

and POLKA to Park Residents.

To be had of all MUSIC DEALERS. [1073-2]

FROM
PORTSMOUTH

TO
PEKING

VIA
LADYSMITH

WITH A NAVAL BRIGADE

ILLUSTRATED WITH FOUR MAPS.

CONTENTS.—

From England to the Cape, and Crossing the Line.—The Naval Brigade in South Africa (Boer War, 1899-1900)—Off to the Front (Cologne)—Spion Kop—Val Kraatz—Final Operations and Relief of Ladysmith

—From the Cape to China—Naval Brigade

in North China with the Allied Forces

To the Relief of Peking—Summary of Siege—Appendix.

GIBB, LIVINGSTON & CO., Agents

Hongkong, 20th January, 1901. [339]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply

the shipping in Hongkong with PURE

and FILTERED WATER both for deck and

boilers.

Call Flag W.

J. W. KEW,
Manager,

20, Des Vaux Road.

Hongkong, 18th December, 1900. [1486]

Priority \$1 per Copy. Paper Covers, \$1.50 in

Boards.

Hongkong, 18th March, 1901. [782]

on the 19th inst., a.m.

Printed and Published by ALFRED CUNNINGHAM for the Concerned, at 14, Des Vaux

Road Central, City of Victoria, Hongkong. London Office, 131, Fleet Street, E.C.

JOINT STOCK SHARES.

HONGKONG, 19th June.

STOCKS.	NO. OF SHARES.	ISSUE VOLUME.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				10/- div. 10/- bonus— ended 21/12/00—	20/- p. c. pr.—\$6121. London \$61.10.
Hongkong and Shanghai Banking Corporation	80,000	\$123	\$125	None	21.00
Bank of China & Japan, Ltd.	10,975	25	21	1/- for 1899.	25.50
Do. Deferred	1,200	41	41	1/- for 1899.	25.50
National Bank of China, Ltd.	10,970 B	210	215	1/- for 1899.	27. buyers
Do. Founders' Shares	750 shares	21	21	None	15. sellers
MANUAL INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$30	90 p. c. pr.—\$20 for 1899.	330, sellers
China Traders' Ins. Co., Ltd.	20,000	\$85.34	\$25	1/- ch.—\$1.50 for 1899.	330, sellers
North China Ins. Co., Ltd.	5,000	\$210	\$25	1/- ch.—\$1.50 for 1899.	3125.
Yangtze Ins. Assn., Ltd.	8,000	\$100	\$80	\$12—20 p. c. for 1899.	3180, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$30	6 p. cent. for 1899.	nominat.
State Insurance Co., Ltd.	30,000	\$100			